

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 07/09/1990

MIA89LA193 File No. 1014	07/12/1989	FORT MYERS, FL	Aircraft Reg No. N921FE	Time (Local): 10:15 EDT		
Make/Model:	CESSNA / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6A-114		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier:	MOUNTAIN AIR CARGO					
Type of Flight Operation:	Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	FORT LAUDERDALE, FL			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport			Basic Weather:	Visual Conditions	
Airport Name:	FORT MYERS			Lowest Ceiling:	None	
Runway Identification:	13			Visibility:	10.00 SM	
Runway Length/Width (Ft):	4997 / 150			Wind Dir/Speed:	250 / 005 Kts	
Runway Surface:	Concrete			Temperature (°C):	31	
Runway Surface Condition:	Dry			Obstr to Vision:	None	
				Precipitation:	None	
Pilot-in-Command	Age: 46			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	4450	
Airline Transport; Flight Instructor; Multi-engine Land; Single-engine Land				Last 90 Days:	194	
Instrument Ratings				Total Make/Model:	1024	
Airplane				Total Instrument Time:	961	

THE PLT STATED THAT HE MADE A TIGHT TURN TO FINAL APCH FOR LANDING & ALLOWED THE AIRSPEED TO DISSIPATE. SUBSEQUENTLY, A HIGH SINK RATE DEVELOPED & THE ACFT LANDED HARD. DRG THE OCCURRENCE, THE MAIN GEAR PARTIALLY COLLAPSED & THE FUSELAGE WAS WRINKLED.

Brief of Accident (Continued)

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Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

IMPROPER FLARE BY THE PILOT FOR LANDING AND IMPROPER REMEDIAL ACTION. A CONTRIBUTING FACTOR WAS THE LACK OF AIRSPEED ON FINAL APPROACH.